

RAPID TRANSIT RAILWAY LINE S 4 IN THE RAIL NODE HAMBURG ON THE SCANDINAVIAN- MEDITERRANEAN CORRIDOR

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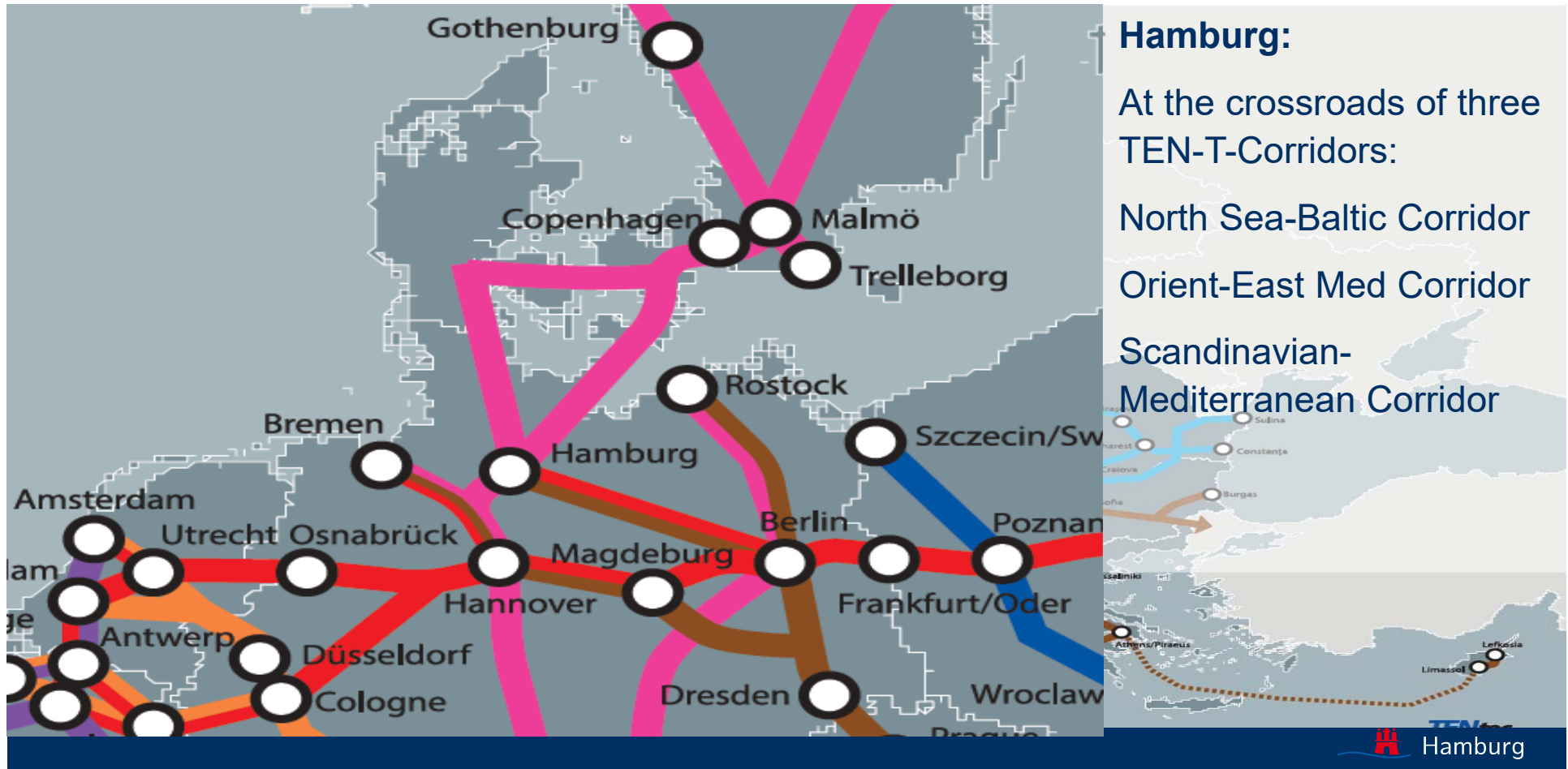
S-Bahn Hamburg GmbH

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Ministry of Transport and Mobility Transition



Hamburg on the TEN-T Core Network



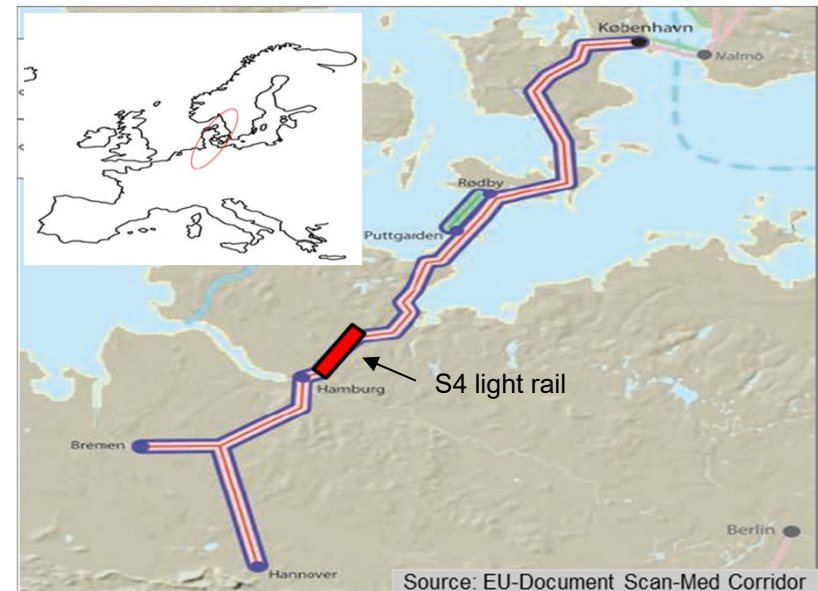
Creation of a Fehmarnbelt Region on the Copenhagen – Hamburg axis

- With the completion of the Fehmarn Belt Fixed Link in 2029, one of the most important missing links in the TEN-T Scandinavian-Mediterranean Corridor will be in place.
- Forms the basis for the development of a new region between Scandinavia and Central Europe with greater cohesion, increases competitiveness and cross-border labour market.
- A bigger attractiveness (shorter travel times, high capacities) leads to a higher usage of mass transit (both local and long-distance) on the “Green Corridor” and releases stress on the Jutland Corridor.
- A modal-shift towards the more sustainable transit is brought forward on all levels (private car → light rail, plane → long distance trains).
- The S 4 will make an important contribution to the relocation of traffic.



Multi-track expansion Hamburg – Bad Oldesloe (S4)

- S4 gives way to long-distance trains by using a dedicated track.
- S4 will stabilize regional train connections.
- S4 is tackling the increasing regional traffic with
 - higher capacity (shorter intervals and more seats),
 - better quality (larger coverage/more stations and higher reliability/less conflicts).
- Allows complete replacement of the previous regional train line RB 81 from Hamburg Main Station to Bad Oldesloe.
- Fast passenger traffic Bad Oldesloe – Hamburg (Main Station) is still guaranteed by the regional express lines RE 8 and 80 (Hamburg – Lübeck).
- S 4 will protect people living along the railway tracks from noise by barrier walls.



Multi-track expansion Hamburg – Bad Oldesloe (S 4)

- Relief of the overstressed Hamburg Central Station:
 - S 4 will reduce capacity utilization of the existing tracks by shifting most of the current regional trains to the new rapid transit railway tracks,
 - S 4 will use the rapid transit platforms instead of the regional train platforms,
 - reduction the number of trains on the regional and long-distance train platforms at the Central Station by approx. 110 and the number of passenger by approx. 15,000 passengers daily.
- Perspective: Extension to the west
- Calculated investments: 1.847,00 Mio. Euro (co-financed by the European Union)

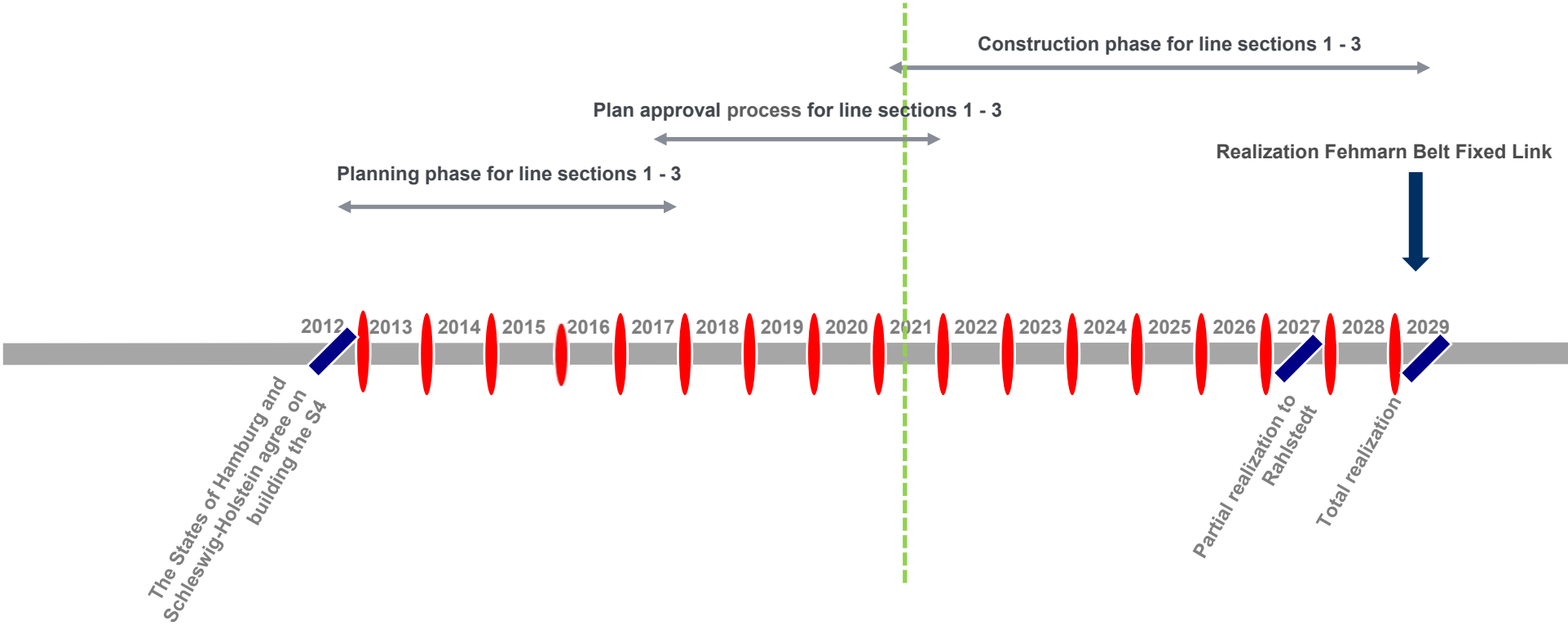


Planning Status



- Construction of a new S-Bahn line Hasselbrook - Ahrensburg-Gartenholz in three planning approval sections (+ further measures in the network) next to the existing railway line
- 5 new stations
- Length of line: 36 km
 - thereof construction: 20 km
 - thereof upgrading: 16 km

Timeline for realization



S 4 start of construction



Federal Minister of Transport and Digital Infrastructure,
Prime Minister from Schleswig-Holstein, First Mayor of
Hamburg, Board Member of the Deutsche Bahn 10 May
2021



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Source: DB AG

Bottlenecks in the Hamburg railway node (National Transport Plan 2030)



Source DB Netz

- 1 The construction of a new platform-track in Elmsborn enables an increase in capacity and better turning possibilities - **instructed**
- 2 A new line S 4 West will increase the traffic on the stretch Hamburg - Elmsborn and relieve the Hamburg Central Station - **instructed**
- 3 Light railway S 4 East - **construction started**
- 4 A parking facility with three tracks is planned to relieve the connecting in the direction of Lübeck - **instructed**
- 5 The capacity increase in the Hamburg Central Station will be realized by adding an additional platform track 9 - **instructed**
- 6 To increase capacity in the direction of Berlin the single-track line Anckelmannsplatz – Rothenburgsort will be shortened - **not instructed**
- 7 The intersection construction Wilhelmsburg is used to manage freight traffic to the port without any intersections - **instructed**
- 8 Improvement of the connection in the direction of Cuxhaven and the freight traffic to the port - **instructed**
- 9 Intersection construction Meckelfeld - **instructed**

Some of the measures also benefit traffic going south, which is also very important for Hamburg.

Current planning status under construction operational



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